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"The Nomenclature of the North American Cordillera between the 47th and 53rd Parallels of Latitude," *Geogr. Journ.*, Vol. 27, 1906, p. 588).

Correlated in a general way with the orographic features of the country, and even more important in their relation to the character and distribution of its forests, are a series of climatic belts: (a) the Coastal Belt, comprising the coastal islands and mainland and the western slopes of the Coast Mountains; (b) the Dry Belt, embracing the eastern slopes of the Coast Mountains and most of the region elsewhere designated as the Central (physiographic) Belt; (c) the Interior Wet Belt, centering in the region occupied by the Monashee and Cariboo Mountains; (d) the Rocky Mountain Belt, embracing primarily the western slopes of the Rockies; and (e) the Great Plains Belt, east of the Rockies. The Coastal Belt is characterized by high precipitation and by comparatively mild temperatures throughout the year; elsewhere, except in the interior wet belt where the precipitation in general is moderate, the climate is relatively dry with pronounced seasonal fluctuations in temperature. Owing mainly to differences in latitude and altitude, however, there are considerable variations in precipitation and temperature within these climatic belts.

The forests of the province are grouped into two divisions: Coastal and Interior. In the Coastal region, five different climatic types are distinguished, in the Interior about fifteen. The nature and composition of each type is briefly discussed, together with its climatic and soil relations, areal distribution, and various economic considerations. Numerous colored maps graphically depict the geographic distribution, not only of these various forest types, but also of the more important forest trees, to which a separate chapter is devoted.

GEORGE E. NICHOLS

ROMAN ROADS IN BRITAIN

THOMAS CODRINGTON. **Roman Roads in Britain.** 3rd edit. ix and 317 pp.; maps, index. Society for Promoting Christian Knowledge, London, 1918. 10 s. 8 x 5½ inches.

This book is a monument of devotion to detail, assiduity in investigation, and a firm grasp on all phases of the subject, making it a nearly exhaustive disclosure. Every authentic source of information has been drawn upon—Latin works contemporary with the Roman occupation, medieval authors, a copious array of the topographical or incidentally descriptive works of the more recent centuries, the multitudinous widely scattered reports of local investigation, and the testimony of the soil and surface at the present day—often, apparently, as interrogated by Mr. Codrington in person.

Its importance to history and political geography need not be enlarged upon. Perhaps the Saxons preferred the open country after they had settled down, using the Roman roads chiefly to mark boundaries, but the course of invasion must have been largely affected by these easy avenues of ingress, and the sites of battlefields must have been determined in some instances by their river crossings or the points where they penetrated or skirted rough defensible country. But even during the preceding three and a half centuries of imperial rule, at last merely nominal, the movements of the legionaries as well as every shifting of the native population and its commerce, with much beside, must have recorded itself in the opening of new roads, the extension or partial disuse of old ones, and their modifications in various ways.

Where so much has been given, it seems rapacious to call for more; but a series of maps showing these roads as they existed at stated intervals, say at the ends of the first, second, third, and fourth centuries, would be very welcome for purposes of comparison. The concluding chapter partly supplies this need, however, by its speculations as to the dates and order of road-making for the various highways, and the general map appended displays the entire system as now indicated without reference to time of origin or disuse. Perhaps no more could be done; and certainly it is a great deal.

The coins found far in the outskirts of the island indicate that the more important roads were put through early in the period of occupation. Some of them certainly lasted until long after it, as available means of communication and travel. The Laws of Edward the Confessor recite four of these great roads, Ermine Street, Watling Street, Icknield Street, and Fosse Way, as especially under the king's peace, and relate that two of them ran lengthwise of the kingdom, two across. Three of these were recognized in the reign of William the Conqueror. Ermine was the great northern road which ran from London to Lincoln and thence on to North Britain; Watling Street ran northwestward from Dover

and neighboring ports through London and the heart of the country to Wroxeter (Uriconium) and North Wales; Icknield Street ran southwest from the country of the Iceni eastward of Cambridge to Devon, connecting with Fosse Way not very far from Exeter. Fosse Way held a general course east of north from Exeter through Bath and Leicester to Lincoln. Watling Street crosses two of these other main roads; Fosse Way crosses two and joins two. Another great and ancient way was Riknild Street, which ran nearly north and south, branching from Fosse Way opposite Gloucester and approaching Ermine Street near Leeds at the great bend of the latter road to avoid the marsh country on the east. The list of important roads might easily be extended. With their branches, the general effect is to turn the map of Britain into the likeness of a dislocated checkerboard. But apparently through all changes some areas of unconquerable wilderness remained. The greatest of these was south of London, mainly occupied by the Andred wood and crossed only at one or two points in the whole stretch between Canterbury and Winchester. The western part of the Damnonian peninsula and a large expanse in Wales are also blank of Roman roads. But the greater part of the island was exceedingly well supplied with them, and their construction, though variable in different regions and at different times, was generally durable and workmanlike, employing materials which later occupants of the land found an advantage in stripping off freely for their own use.

W. H. BABCOCK

THE BLUE GUIDES VERSUS BAEDEKER

FINDLAY MUIRHEAD, edit. **England.** lxxii and 598 pp.; maps, diagrs., index. (Series: The Blue Guides.) Macmillan & Co., Ltd., London; Librairie Hachette & Cie, Paris, 1920. \$5.50. 7 x 4½ inches.

KARL BAEDEKER. **Great Britain.** Written by J. F. Muirhead. 7th edit., revised and augmented. lxxviii and 624 pp.; maps, diagrs., index. Karl Baedeker, Leipzig; T. Fisher Unwin, London; Charles Scribner's Sons, New York, 1910. \$3.00. 6½ x 4½ inches.

Here is a peculiar situation—a man with a decided penchant for making a good guidebook has for many years taken a very active part in the preparation of the English editions of Baedeker's Handbooks and wrote the one on Great Britain. In time the great World War develops, and Karl Baedeker is found to hold a very large brief for the Imperial General Staff (see "Baedeker as an Officer of Military Intelligence," *Scientific American*, November 2, 1918, p. 354), while innocently taking in marks, francs, shillings, and dollars for the alluring red-bound books with their comb-marbled edges and the little prayer, "Go, little book, God send thee good passage," etc., on the reverse of title page. What a position for an author! How could he see his life work rendered impossible for English-speaking visitors, for it will be many years before Baedeker's guides will come into the vogue they enjoyed before 1914, if they ever do.

It is interesting to compare the two guidebooks and see whether the recently produced work is an improvement. In the main the verdict is favorable.

The "Practical Information" is excellent, as might be expected from Mr. Muirhead's experience. The constantly changing post-war conditions render this section particularly valuable, and it is severely up-to-date, for we find a chapter on "Aviation in England" and routes and rates for the air services to the Continent.

An "Introduction to the Study of English Monuments," by Professor G. Baldwin Brown (p. xiii), replaces the "Historical Sketch of Architecture in England," by the late Professor Edward A. Freeman in the Baedeker.

The Routes are excellent and are along the same general line as in the Baedeker, for there is really no other way out. The Blue Guide, however, does not embrace Wales or North Britain, which we used to call Scotland. This is of course a limitation which will be sorely felt by the tourist who has but a few days for North Wales or the Trossachs. The book is big enough already, but it is to be hoped the remainder of Great Britain will be provided for by a supplementary volume of small bulk and issued at a low cost.

It must be admitted that the German cartographers have made maps which in some cases are superior to those of the Edinburgh print of the Blue Guides. The plan of Hereford is certainly clearer in the Blue Guide; but the territory embraced in the plan is hardly wide enough for the use of the tourist. The plan of Oxford again makes the mistake of magnifying